



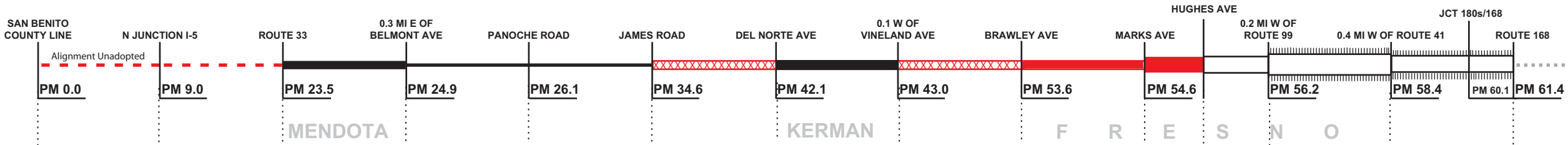
State Route

LEGEND

Existing Lanes		Conventional
Existing and Auxiliary Lanes		Expressway
Planned or Programmed by 2030		Freeway
Convert existing conv. to fwy.		Number of Lanes
Convert existing conv. to expwy.		2
* Length of Segments Not to Scale		4
		6
		8

FACILITY FROM PM 23.5 TO 55.1 MAY BE ON NEW ALIGNMENT; NEW ALIGNMENT FOR PM 55.1 TO 61.4

SUMMARY CHART 1-A



**Segment:** Is self-explanatory except for several data sets:

**Rural/Urban:** Indicates whether the segment is in a rural area or city limits.

**Terrain:** Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

**ROW:** Portrays Right-of-Way (ROW) and geometric data in feet and meters.

**Shoulder Range:** Is a range of treated surface (8' standard), both inside and outside shoulders.

**Ultimate (UTC):** Is the typical ROW needed for the ultimate facility, i.e., 8 lane freeway (8F) 218' is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.

**Facility:** Shows the Existing Facility, the desired facility type (2030 Concept)-RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2030. It also shows whether a passing lane exists. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements. Examples are: passing lanes, channelization and traffic signals.

**LOS:** The current (2004) LOS (level of service), along with the expected calculated LOS in 2015 and 2030. The 2030 Concept is the target LOS desired, i.e., LOS C, for attainment by 2030.

**Deficiency:** Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2030 Concept improvement.

**Directional Split:** Denotes the split in peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

**AADT:** Signifies Annual Average Daily Traffic.

**Peak Hour:** Indicates a representation of the maximum hour of traffic flow during the day.

**% Trucks:** Shows the percent of trucks for AADT and Peak Hour.

\* The Ultimate ROW is generally the same as the existing ROW except where geometric improvements may be required. The improvements will occur at specific locations.

\*\* 2-lane conventional improvements, i.e., turn lanes, signals, passing lanes, etc

\*\*\* LOS calculated for Concept Facility: traffic volumes not available for current year.

+ Deficient - Concept facility does not meet Concept LOS.

++R- Braided Ramps

SEGMENT	1	2	3	4	5	6	7	8	9	10	11	12A
County / Route	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180 S	FRE / 180 S
Description Begin	SAN BENITO CO LINE (UNCONSTRUCTED)	JUNCTION I-5 (UNCONSTRUCTED)	ROUTE 33	0.3 MI E OF BELMONT AVE	PANOCH RD	JAMES RD	DEL NORTE AVE	0.1 W OF VINELAND AVE	BRAWLEY AVE	MARKS AVE	0.2 MI W OF ROUTE 99	0.4 MI W OF ROUTE 41
Description End	JUNCTION I-5 (UNCONSTRUCTED)	ROUTE 33 (UNCONSTRUCTED)	0.3 MI E OF BELMONT AVE	PANOCH RD	JAMES RD	DEL NORTE AVE	0.1 W OF VINELAND AVE	BRAWLEY AVE	MARKS AVE	0.2 MI W OF RTE 99	0.4 MI W OF ROUTE 41	ROUTE 168
Postmile Limits Begin/End	0.0 / 9.0	9.0 / 23.5	23.5 / 24.9	24.9 / 26.1	26.1 / 34.6	34.6 / 42.1	42.1 / 43.0	43.0 / 53.6	53.6 / 54.6	54.6 / R 56.2	R 56.2 / R 58.4	R 58.4 / R 60.1
Kilopost Limits Begin/End	0.0 KP / 14.5 KP	14.5 KP / 37.8 KP	37.8 KP / 40.1 KP	40.1 KP / 42.0 KP	42.0 KP / 55.7 KP	55.7 KP / 67.8 KP	67.8 KP / 69.2 KP	69.2 KP / 86.3 KP	86.3 KP / 87.8 KP	87.8 KP / 90.4 KP	90.4 KP / 94.0 KP	94.0 KP / 96.7 KP
Length (MI/KM)	9.0 MI / 14.5 KM	14.5 MI / 23.3 KM	1.4 MI / 2.2 KM	1.2 MI / 2.0 KM	8.5 MI / 13.6 KM	7.6 MI / 12.2 KM	0.9 MI / 1.4 KM	10.6 MI / 17.0 KM	1.0 MI / 1.6 KM	1.6 MI / 2.6 KM	2.2 MI / 3.5 KM	1.7 MI / 2.7 KM
Rural / Urban	RURAL	RURAL	URBAN	RURAL	RURAL	RURAL	URBAN	RURAL	URBAN	URBAN	URBAN	URBAN
Terrain	ROLLING	ROLLING	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL
ROW: Range Existing (FT)	0.0 / 0.0 FT	0.0 / 0.0 FT	80.0 / 80.0 FT	60.0 / 80.0 FT	60.0 / 150.0 FT	110.0 / 110.0 FT	100.0 / 110.0 FT	100.0 / 110.0 FT	240.0 / 240.0 FT	240.0 / 240.0 FT	250.0 / 250.0 FT	280.0 / 300.0 FT
ROW: Range Existing (M)	0.0 / 0.0 M	0.0 / 0.0 M	24.4 / 24.4 M	18.3 / 24.4 M	18.3 / 45.7 M	33.5 / 33.5 M	30.5 / 33.5 M	30.5 / 33.5 M	73.2 / 73.2 M	73.2 / 73.2 M	76.2 / 76.2 M	85.3 / 91.4 M
Median Range (FT)	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	12.0 / 12.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	40.0 / 40.0 FT	40.0 / 40.0 FT
Median Range (M)	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	3.7 / 3.7 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	12.2 / 12.2 M	12.2 / 12.2 M
Shoulder Range (FT)	0.0 / 0.0 FT	0.0 / 0.0 FT	1.0 / 8.0 FT	0.0 / 6.0 FT	0.0 / 6.0 FT	0.0 / 8.0 FT	0.0 / 8.0 FT	0.0 / 6.0 FT	0.0 / 6.0 FT	0.0 / 6.0 FT	0.0 / 12.0 FT	8.0 / 12.0 FT
Shoulder Range (M)	0.0 / 0.0 M	0.0 / 0.0 M	0.3 / 2.4 M	0.0 / 1.8 M	0.0 / 1.8 M	0.0 / 2.4 M	0.0 / 2.4 M	0.0 / 1.8 M	0.0 / 1.8 M	0.0 / 1.8 M	0.0 / 3.7 M	2.4 / 3.7 M
Lane Width (FT/M)	0.0 FT / 0.0 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M
Ultimate ROW (FT/M)	0 FT / M	0 FT / M	170 FT / 51.8 M	170 FT / 51.8 M	170 FT / 51.8 M	170 FT / 51.8 M	170 FT / 51.8 M	170 FT / M	* FT / M	* FT / M	* FT / M	* FT / M
Facility: Existing	N/A	N/A	4C	2C	2C	2C	2C	2C	2C	6F	6F + AUX	6F + AUX
2030 Concept	N/A	4E	4C	2C(I) **	2C(I) **	4E	4C	4E	4F	6F	8F + AUX	6F+ AUX + R++
UTC	2E	4E	4E	4E	4E	4E	4E	4E	6F	8F	8F+AUX	8F + AUX+R++
LOS: 2004	N/A	N/A	A	C	C	B	C	C	N/A	N/A	B	D
2015 / 2030	N/A / N/A	N/A / N/A	B / B	D / E	D / E	C / D	D / D	C / D	B*** / C***	B / D	C / F	F / F
2030 Concept	N/A	N/A	C	C	C	C	D	C	D	D	D	D
Deficiency/Year Deficient	N/A	N/A	N/A	2015	2015	2030	N/A	2030	N/A	N/A	2030	2015
Project in STIP/ RTP (Y/N)	N/A	N/A	YES	YES	YES	YES	YES	NO	NO	YES	NO	YES
LOS W/ Concept Improvement	N/A	N/A	N/A	D+	D+	A	B	B	C	N/A	D	F+
Directional Split (Peak Hour)	N/A	N/A	64/36	64/36	64/36	64/36	64/36	64/36	60/40	60/40	55/45	55/45
AADT: 2004	N/A	N/A	10,600	8,900	8,900	6,800	9,000	7,500	0***	0***	75,000	105,000
2015 / 2030	0 / 0	0 / 0	14,300 / 18,700	13,100 / 19,100	13,100 / 18,400	9,000 / 11,600	11,300 / 14,000	10,000 / 13,100	29,800 / 44,500	59,200 / 88,300	116,300 / 170,300	162,800 / 240,500
Peak Hour: 2004	0	0	920	800	800	630	840	700	N/A***	N/A***	7,200	11,600
2015 / 2030	0 / 0	0 / 0	1,240 / 1,620	1,180 / 1,720	1,180 / 1,660	830 / 1,080	1,060 / 1,310	930 / 1,220	3,070 / 4,580	5,290 / 7,890	11,160 / 16,340	17,980 / 26,560
% Trucks: AADT / Peak Hour	N/A / N/A %	N/A / N/A %	13 / 8 %	13 / 7 %	14 / 7 %	15 / 11 %	9 / 8 %	9 / 7 %	9 / 6 %	5 / 6 %	5 / 6 %	3 / 2 %



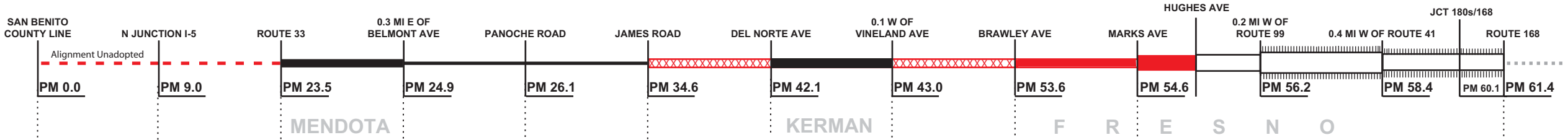
State Route

LEGEND

Existing Lanes		Conventional	
Existing and Auxiliary Lanes		Expressway	
Planned or Programmed by 2030		Freeway	
Convert existing conventional to freeway.		Number of Lanes	
Convert existing conventional to expressway.		2	
* Length of Segments Not to Scale		4	
		6	
		8	
		Unconstructed	

FACILITY FROM PM 23.5 TO 55.1 MAY BE ON NEW ALIGNMENT; NEW ALIGNMENT FOR PM 55.1 TO 61.4

SUMMARY CHART 1-B



<b>Segment:</b> Is self-explanatory except for several data sets:  <b>Functional Classification:</b> A process by which streets and highways are grouped into or classification systems.  <b>NHS (National Highway System):</b> Included in the NHS is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.  <b>Freeway/Expressway System:</b> The Statewide system of highways declared to be essential to the future development of California.  <b>Regionally Significant:</b> Serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.  <b>STRAHNET:</b> A highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.  <b>Lifeline:</b> A route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.  <b>IRRS (Interregional Road System):</b> A series of State highway routes, outside the urbanized areas, that provide access to the State's economic centers, major recreational areas, and urban and rural regions.  <b>STAA (Surface Transportation Assistance Act):</b> This act required states to allow larger trucks on the National Network. "Terminal Access" routes are State highways that can accommodate STAA trucks. Other designations i.e., California Legal offer more limited access.  <b>Scenic:</b> A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers.  <b>ICES (Intermodal Corridor of Economic Significance):</b> Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate, and international markets.  <b>Biological/Historical Resource Sensitivity:</b> Indicates whether an endangered species of flora and/or fauna is present or a property of historical significance is in the area.	<b>SEGMENT</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12A</b>
	County / Route	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180 S	FRE / 180 S
	Description Begin	SAN BENITO CO LINE (UNCONSTRUCTED)	JUNCTION I-5 (UNCONSTRUCTED)	ROUTE 33	0.3 MI E OF BELMONT AVE	PANOCH RD	JAMES RD	DEL NORTE AVE	0.1 W OF VINELAND AVE	BRAWLEY AVE	MARKS AVE	0.2 MI W OF ROUTE 99	0.4 MI W OF ROUTE 41
	Description End	JUNCTION I-5 (UNCONSTRUCTED)	ROUTE 33 (UNCONSTRUCTED)	0.3 MI E OF BELMONT AVE	PANOCH RD	JAMES RD	DEL NORTE AVE	0.1 W OF VINELAND AVE	BRAWLEY AVE	MARKS AVE	0.2 MI W OF RTE 99	0.4 MI W OF ROUTE 41	ROUTE 168
	Postmile Limits Begin/End	0.0 / 9.0	9.0 / 23.5	23.5 / 24.9	24.9 / 26.1	26.1 / 34.6	34.6 / 42.1	42.1 / 43.0	43.0 / 53.6	53.6 / 54.6	54.6 / 56.2	56.2 / 58.4	58.4 / 60.1
	Kilopost Limits Begin/End	0.0 KP / 14.5 KP	14.5 KP / 37.8 KP	37.8 KP / 40.1 KP	40.1 KP / 42.0 KP	42.0 KP / 55.7 KP	55.7 KP / 67.8 KP	67.8 KP / 69.2 KP	69.2 KP / 86.3 KP	86.3 KP / 87.8 KP	87.8 KP / 90.4 KP	90.4 KP / 94.0 KP	94.0 KP / 96.7 KP
	Length (MI/KM)	9.0 MI / 14.5 KM	14.5 MI / 23.3 KM	1.4 MI / 2.2 KM	1.2 MI / 2.0 KM	8.5 MI / 13.6 KM	7.6 MI / 12.2 KM	0.9 MI / 1.4 KM	10.6 MI / 17.0 KM	1.0 MI / 1.6 KM	1.6 MI / 2.6 KM	2.2 MI / 3.5 KM	1.7 MI / 2.7 KM
	Functional Classification	N/A	N/A	Principal Arterial (extension of minor arterial - rural to urban)	Minor Arterial	Minor Arterial	Minor Arterial	Principal Arterial (extension of minor arterial - rural to urban)	Minor Arterial	Principal Arterial (extension of minor arterial - rural to urban)	Principal Arterial (extension of minor arterial - rural to urban)	Principal Arterial (extension of minor arterial - rural to urban)	Principal Arterial (extension of minor arterial - rural to urban)
	National Highway System (NHS) (Y/N)	N/A	N/A	NO	NO	NO	NO	NO	NO	NO	NO	YES	YES
	Freeway/Expressway System (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
	Regionally Significant (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
	STRAHNET (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
	Lifeline (Y/N)	N/A	N/A	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
	IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway) or No TRUCK NETWORK: STAA (NN=National Network, TA=Terminal Access) or CL=California Legal, R=Special Restrictions; A=Advisory	N/A	N/A	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
	Scenic (Yes: OD=Officially Designated, E=Eligible) or No ICES (Intermodal Corridor of Economic Significance) (Y/N)	N/A	N/A	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO





LEGEND

Existing Lanes

Existing and Auxiliary Lanes

Planned or Programmed by 2030

Convert existing conventional to freeway

Convert existing conventional to expressway

\* Length of Segments Not to Scale

Conventional

Expressway

Freeway

Number of Lanes

2

4

6

8

Unconstructed

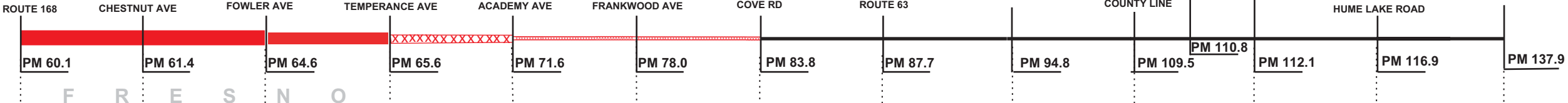
FACILITY FROM PM 61.4 TO 65.6 ON NEW ALIGNMENT; EXISTING ALIGNMENT EASTWARD FROM PM 65.1

W BNDRY GENERAL GRANT GROVE  
\* Not part of 180 Hwy

SUMMARY CHART 2-A

N BOUNDARY GENERAL GRANT GROVE

END OF ROUTE at KINGS CANYON NAT'L PARK



**Segment:** Is self-explanatory except for several data sets:

**Rural/Urban:** Indicates whether the segment is in a rural area or city limits.

**Terrain:** Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

**ROW:** Portrays Right-of-Way (ROW) and geometric data in feet and meters.

**Shoulder Range:** Is a range of treated surface (8' standard), both inside and outside shoulders.

**Ultimate (UTC):** Is the typical ROW needed for the ultimate facility, i.e., 8 lane freeway (8F) 218' is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.

**Facility:** Shows the Existing Facility, the desired facility type (2030 Concept) by 2030-RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2030. It also shows whether a passing lane exists. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements. Examples are: passing lanes, channelization and traffic signals.

**LOS:** The current (2004) LOS (level of service), along with the expected calculated LOS in 2015 and 2030. The 2030 Concept is the target LOS desired, i.e., LOS C, for attainment by 2030.

**Deficiency:** Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2030 Concept improvement.

**Directional Split:** Denotes the split in peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

**AADT:** Signifies Annual Average Daily Traffic.

**Peak Hour:** Indicates a representation of the maximum hour of traffic flow during the day.

**% Trucks:** Shows the percent of trucks for AADT and Peak Hour.

\* The Ultimate ROW is generally the same as the existing ROW except where geometric improvements may be required. The improvements will occur at specific locations.\*\* 2-lane conventional improvements, i.e., turn lanes, signals, passing lanes, etc.

\*\*\*LOS calculated for Concept Facility; traffic volumes not available for current year.

+Deficient-Concept Facility does not meet Concept LOS. ++ R-Braided Ramps

SEGMENT	12B	13	14	15	16	17	18	19	20	21	22	23
County / Route	FRE / 180 S	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	TUL / 180	FRE / 180	FRE / 180
Description Begin	ROUTE 168	CHESTNUT AVE UC	FOWLER AVE	TEMPERANCE AVE	ACADEMY AVE	FRANKWOOD AVE	COVE RD	ROUTE 63	CLINGAN'S CORNER	TULARE CO LINE	N BNDRY GEN'RL GRANT GROVE	HUME LAKE RD
Description End	CHESTNUT AVE UC	FOWLER AVE	TEMPERANCE AVE	ACADEMY AVE	FRANKWOOD AVE	COVE RD	ROUTE 63	CLINGAN'S CORNER	TULARE CO LINE	W BNDRY GEN'RL GRANT GROVE	HUME LAKE RD	END OF RTE at KINGS CANYON NAT'L PARK
Postmile Limits Begin/End	R 60.1 / R 61.4	61.4 / 64.4	64.4 / 65.6	65.6 / 71.6	71.6 / 78.0	78.0 / 83.8	83.8 / 87.7	87.7 / 94.8	94.8 / 109.5	109.5 / 110.8	112.1 / 116.9	116.9 / 137.9
Kilopost Limits Begin/End	96.7 KP / 98.9 KP	98.9 KP / 103.6 KP	103.6 KP / 105.6 KP	105.5 KP / 115.2 KP	115.2 KP / 125.5 KP	125.5 KP / 134.9 KP	134.9 KP / 141.1 KP	141.1 KP / 152.5 KP	152.5 KP / 176.3 KP	176.3 KP / 178.3 KP	180.4 KP / 188.0 KP	188.0 KP / 221.9 KP
Length (MI/KM)	1.4 MI / 2.2 KM	3.0 MI / 4.8 KM	1.2 MI / 1.9 KM	6.1 MI / 9.8 KM	6.4 MI / 10.3 KM	5.8 MI / 9.4 KM	3.9 MI / 6.3 KM	7.1 MI / 11.4 KM	14.7 MI / 23.7 KM	1.3 MI / 2.0 KM	4.8 MI / 7.6 KM	21.1 MI / 33.9 KM
Rural / Urban	URBAN	URBAN	URBAN	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
Terrain	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	ROLLING	ROLLING	MTNS	MTNS	MTNS	MTNS	MTNS
ROW: Range Existing (FT)	280.0 / 300.0 FT	225.0 / 300.0 FT	180.0 / 250.0 FT	60.0 / 200.0 FT	60.0 / 200.0 FT	60.0 / 180.0 FT	120.0 / 130.0 FT	100.0 / 120.0 FT	100.0 / 145.0 FT	400.0 / 400.0 FT	130.0 / 200.0 FT	130.0 / 200.0 FT
ROW: Range Existing (M)	85.3 / 91.4 M	68.6 / 91.4 M	54.9 / 76.2 M	18.3 / 61.0 M	18.3 / 61.0 M	18.3 / 54.9 M	36.6 / 39.6 M	30.5 / 36.6 M	30.5 / 44.2 M	121.9 / 121.9 M	39.6 / 61.0 M	39.6 / 61.0 M
Median Range (FT)	40.0 / 40.0 FT	16.0 / 16.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT
Median Range (M)	12.2 / 12.2 M	4.9 / 4.9 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M
Shoulder Range (FT)	8.0 / 12.0 FT	8.0 / 8.0 FT	8.0 / 8.0 FT	2.0 / 8.0 FT	2.0 / 8.0 FT	2.0 / 8.0 FT	2.0 / 8.0 FT	0.0 / 0.0 FT	0.0 / 1.0 FT	0.0 / 0.0 FT	0.0 / 1.0 FT	0.0 / 1.0 FT
Shoulder Range (M)	2.4 / 3.7 M	2.4 / 2.4 M	2.4 / 2.4 M	0.6 / 2.4 M	0.6 / 2.4 M	0.6 / 2.4 M	0.6 / 2.4 M	0.0 / 0.0 M	0.0 / 0.3 M	0.0 / 0.0 M	0.0 / 0.3 M	0.0 / 0.3 M
Lane Width (FT/M)	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M
Ultimate ROW (FT/M)	* FT / M	* FT / M	* FT / M	170 FT / 51.8 M	170 FT / 51.8 M	170 FT / 51.8 M	* FT / M	* FT / M	* FT / M	* FT / M	* FT / M	* FT / M
Facility: Existing	6F	6F	4F	4E	2C	2C	2C	2C	2C	2C	2C	2C
2030 Concept	8F	8F	6F	4E	2E	2E	2C(I) **	2C(I) **	2C(I) **	2C(I) **	2C(I) **	2C(I) **
UTC	8F	8F	6F	4E	4E	4E	2C(I) **	2C(I) **	2C(I) **	2C(I) **	2C(I) **	2C(I) **
LOS: 2004	B	N/A	N/A	D	D	C	C	C	B	B	B	B
2015 / 2030	C / F	D*** / F***	D*** / F***	E / F	D / E	D / D	C / C	C / C	B / B	B / B	B / B	B / B
2030 Concept	D	D	D	D	D	D	C	C	C	C	C	C
Deficiency/Year Deficient	2030	2030	2030	2015	2030	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project in STIP/RTP (Y/N)	YES	YES	YES	YES	YES	NO	NO	NO	NO	NO	NO	NO
LOS W/ Concept Improvement	D	D	D	B	E+	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Directional Split (Peak Hour)	55/45	55/45	55/45	75/25	75/25	75/25	75/25	75/25	75/25	75/25	75/25	75/25
AADT: 2004	53,000	0***	0***	9,100	8,900	6,300	4,500	4,500	1,500	1,500	1,150	750
2015 / 2030	82,200 / 121,400	119,300 / 177,900	66,500 / 99,100	15,600 / 24,800	11,800 / 15,400	7,400 / 8,500	4,600 / 4,700	4,600 / 4,700	1,600 / 1,800	1,600 / 1,800	1,242 / 1,400	800 / 900
Peak Hour: 2004	5,500	0***	0***	900	880	560	400	400	160	160	120	80
2015 / 2030	8,530 / 12,600	9,050 / 13,490	5,840 / 8,710	1,540 / 2,450	1,170. / 1,520	660 / 760	410 / 420	410 / 420	170 / 190	170 / 190	129 / 140	90 / 100
% Trucks: AADT / Peak Hour	3 / 2 %	3 / 2 %	7 / 2 %	7 / 2 %	11 / 2 %	11 / 2 %	11 / 2 %	9 / 1 %	10 / 1 %	10 / 1 %	4 / 5 %	4 / 5 %



State Route

LEGEND

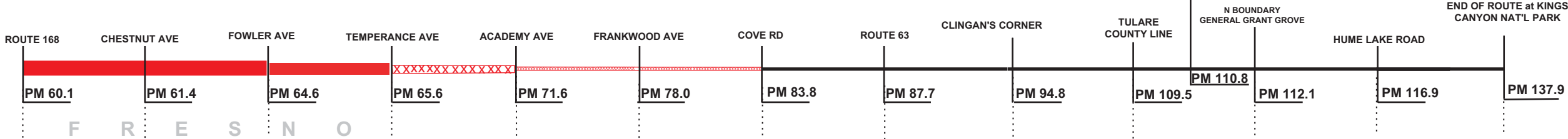
Existing Lanes		Conventional	
Existing and Auxiliary Lanes		Expressway	
		Freeway	
Planned or Programmed by 2030			
		Number of Lanes	
Convert existing convention to freeway.			
Convert existing conventional to expressway.			
* Length of Segments Not to Scale			
		Unconstructed	

FACILITY FROM PM 61.4 TO 65.6 ON NEW ALIGNMENT; EXISTING EASTWARD FROM PM 65.1

W BNDRY GENERAL GRANT GROVE  
\* Not part of 180 Hwy

SUMMARY CHART 2-B

END OF ROUTE at KINGS CANYON NAT'L PARK



**Segment:** Is self-explanatory except for several data sets:

**Functional Classification:** A process by which streets and highways are grouped into or classification systems.

**NHS (National Highway System):** Included in the NHS is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

**Freeway/Expressway System:** The Statewide system of highways declared to be essential to the future development of California.

**Regionally Significant:** Serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.

**STRAHNET:** A highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.

**Lifeline:** A route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.

**IRRS (Interregional Road System):** A series of State highway routes, outside the urbanized areas, that provide access to the State's economic centers, major recreational areas, and urban and rural regions.

**STAA (Surface Transportation Assistance Act):** This act required states to allow larger trucks on the National Network. "Terminal Access" routes are State highways that can accomodate STAA trucks. Other designations i.e., California Legal offer more limited access.

**Scenic:** A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers.

**ICES (Intermodal Corridor of Economic Significance):** Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate, and international markets.

**Biological/Historical Resource Sensitivity:** Indicates whether an endangered species of flora and/or fauna is present or a property of historical significance is in the area.

SEGMENT	12B	13	14	15	16	17	18	19	20	21	22	23
County / Route	FRE / 180 S	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	TUL / 180	FRE / 180	FRE / 180
Description Begin	ROUTE 168	CHESTNUT AVE UC	FOWLER AVE	TEMPERANCE AVE	ACADEMY AVE	FRANKWOOD AVE	COVE RD	ROUTE 63	CLINGAN'S CORNER	TULARE CO LINE	N BNDRY GEN'RL GRANT GROVE	HUME LAKE RD
Description End	CHESTNUT AVE UC	FOWLER AVE	TEMPERANCE AVE	ACADEMY AVE	FRANKWOOD AVE	COVE RD	ROUTE 63	CLINGAN'S CORNER	TULARE CO LINE	W BNDRY GEN'RL GRANT GROVE	HUME LAKE RD	END OF RTE at KINGS CAYN NAT'L PARK
Postmile Limits Begin/End	60.1 / 61.4	61.4 / 64.4	64.4 / 65.6	65.6 / 71.6	71.6 / 78.0	78.0 / 83.8	83.8 / 87.7	87.7 / 94.8	94.8 / 109.5	109.5 / 110.8	112.1 / 116.9	116.9 / 137.9
Kilopost Limits Begin/End	96.7 KP / 98.9 KP	98.9 KP / 103.6KP	103.6KP / 105.6KP	105.5KP / 115.2KP	115.2KP / 125.5KP	125.5KP / 134.9KP	134.9KP / 141.1KP	141.1KP / 152.5KP	152.5KP / 176.3KP	176.3KP / 178.3KP	180.4KP / 188.0KP	188.0KP / 221.9KP
Length (MI/KM)	1.4 MI / 2.2 KM	3.0 MI / 4.8 KM	1.2 MI / 1.9 KM	6.1 MI / 9.8 KM	6.4 MI / 10.3 KM	5.8 MI / 9.4 KM	3.9 MI / 6.3 KM	7.1 MI / 11.4 KM	14.7 MI / 23.7 KM	1.3 MI / 2.0 KM	4.8 MI / 7.6 KM	21.1 MI / 33.9 KM
Functional Classification	Principal Arterial (extension of minor arterial - rural to urban)	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Minor Arterial	Minor Arterial	Minor Arterial
National Highway System (NHS) (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Freeway/Expressway System (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	NO	NO	NO
Regionally Significant (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
STRAHNET (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Lifeline (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway) or No	NO	NO	NO	YES	YES	YES	YES	YES	YES	YES	YES	YES
TRUCK NETWORK: STAA (NN=National Network, TA=Terminal Access) or CL=California Legal, R=Special Restrictions; A=Advisory	TA	TA	TA	TA	TA	CL	CL	CL	CL	CL	CL	CL
Scenic (Yes: OD=Officially Designated, E=Eligible) or No	NO	NO	NO	NO	NO	Eligible	Eligible	Eligible	Eligible	Eligible	Eligible	Eligible
ICES (Intermodal Corridor of Economic Significance) (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
General Plan/RTP LOS Standard	Fresno County LOS for CMP & RTP Regionally Significant System - D	Fresno County LOS for CMP & RTP Regionally Significant System - D	Fresno County LOS for CMP & RTP Regionally Significant System - D	Fresno County LOS for CMP & RTP Regionally Significant System - D	Fresno County LOS for CMP & RTP Regionally Significant System - D	Fresno County LOS for CMP & RTP Regionally Significant System - D	Fresno County LOS for CMP & RTP Regionally Significant System - D	Fresno County LOS for CMP & RTP Regionally Significant System - D	Fresno County LOS for CMP & RTP Regionally Significant System - D	Fresno County LOS for CMP & RTP Regionally Significant System - D	Fresno County LOS for CMP & RTP Regionally Significant System - C	Fresno County LOS for CMP & RTP Regionally Significant System - C
General Plan/RTP Standard Highway Classification	Freeway	Freeway	Freeway	Proposed FWY	Proposed FWY	Proposed FWY	Proposed FWY	Proposed FWY	Proposed FWY	Proposed FWY	Proposed FWY	Proposed FWY
Bike Use Allowed (Y/N)	NO	NO	NO	YES	YES	YES	YES	YES	YES	YES	YES	YES
Biological Resource Sensitivity (Y/N)	YES	YES	YES	YES	YES	YES	NO	YES	YES	YES	YES	YES
Historical Resources Present (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO